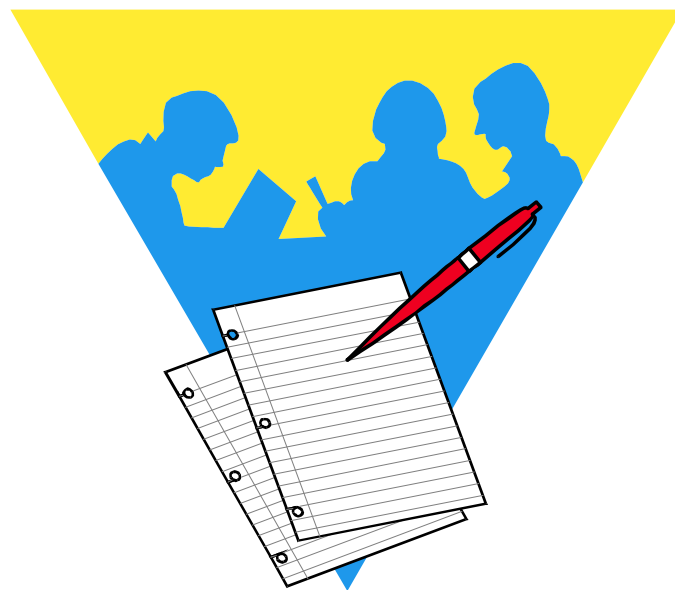


EXECUTIVE SUMMARY



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"We aspire to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system which promotes economic growth and enhances the quality of life in Kentucky."

This statement defines the mission of the Kentucky Transportation Cabinet. This mission and federal transportation initiatives provide the basis for the development of the *Statewide Transportation Plan*.

The *Statewide Transportation Plan* will:

1. Provide insight into the statewide transportation planning process in view of both the Transportation Cabinet's mission statement and the federal transportation initiatives contained in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the 1998 Transportation Equity Act for the 21st Century (TEA-21).
2. Provide a demographic overview of Kentucky's geography, population, industry, and sources of income. Transportation system considerations presented in this Plan reflect the impact of Kentucky's changing demographics, special land use and geographic needs, industrial transportation needs, and the economic development goals of the Commonwealth.
3. Provide an overview of the multimodal aspects of Kentucky's total transportation system. The extent of each mode and some of the service and performance characteristics will be presented.
4. Provide an overview of the statewide planning process and how Kentucky utilizes this process to enhance and develop its transportation needs process.
5. Describe the performance measures that are used to monitor the safety issues and address the increased mobility of its travelers and residents.
6. Describe the public involvement and participation activities used to develop the list of short and long-range planned improvements.
7. Present basic transportation improvement financing information.
8. Present the short and long-range planned improvements.

The *Statewide Transportation Plan's* goals and objectives are based on the Cabinet's mission and goals and the objectives of the federal transportation initiatives contained in ISTEA and TEA-21. The goals and objectives have been reviewed and commented on by various interests within the Cabinet and outside the Cabinet, with special input by the Cabinet's Intermodal Advisory Panel (IAP), an advisory group of government and industry members who provide direction to the Cabinet on intermodal issues and specific modal issues as well. The Plan has four goals.

- Preserve and Manage the Existing Transportation Infrastructure to Ensure Mobility and Access
- Support Economic Development by Providing System Connectivity
- Strengthen Customer Relationships Through Coordination and Cooperation in the Transportation Planning Process
- Enhance Transportation Safety and Convenience To Ensure Mobility and Access

The *Statewide Transportation Plan* presents a demographic overview of Kentucky's geography, population, industry, tourism impacts, income, minority populations, and economic incentive programs. Kentucky's major sources of employment reflect the shifting of Kentucky employment from a rural, farming, non-industrial population to that of a major industrial center in the eastern United States and an intermodal transportation crossroad. Kentucky's infrastructure has allowed industry to migrate from the metropolitan centers to the counties adjacent to the urban centers in the state. Population increases in the rural lake areas of the state are also reflecting an increase in retirees locating in the state as well as an increase in tourism centered around Kentucky's lakes and parks. With the continued improvement of Kentucky's Interstate and Parkway System, Kentucky has also seen an ongoing shift of industries and services to the counties surrounding the major roadway systems.

The *Statewide Transportation Plan* is a multimodal document which provides an overview of Kentucky's air, bicycle and pedestrian, highway, public transit, rail, water, intermodal and intelligent transportation systems. The Transportation Cabinet has traditionally been active in planning and implementing improvements related to the air, bicycle and pedestrian, highway, and public transportation systems. Planning and implementing improvements for the rail, water, and intermodal transportation systems have traditionally been conducted by private companies, local governments or the federal government. The Transportation Cabinet has taken an initiative to improve its relationship with the rail, water, and intermodal transportation industries and work with them toward the creation of an improved statewide intermodal transportation system. The area of intelligent transportation systems represents the latest advancement in information and communication technologies which can now be applied to Kentucky's vast transportation infrastructure of highways, bridges and waterways, and vehicles including cars, buses, trucks, trains, planes, and boats.

The *Statewide Transportation Plan* describes the statewide planning process and how Kentucky is utilizing this process to determine its transportation improvement and future system needs. The statewide planning process has provided Kentucky with a planning method through which the state can utilize the various management systems, economic goals, goals and objectives of other Kentucky state agency plans, public involvement, consultation with local government officials and coordination with other resource agencies and interest groups, as well as with private industries, to develop a comprehensive and coordinated long-range transportation plan for all modes in Kentucky.

The *Statewide Transportation Plan* describes the public participation activities which have been used to identify transportation needs, prioritize those needs, and obtain public input on specific improvement projects. The Transportation Cabinet has solicited transportation needs from public participation committees and various other public interests, local elected officials, local and regional planning agencies, and Cabinet staff. Transportation needs are also identified through discussions with and correspondence from citizens, businesses, other elected officials, and the Cabinet's Intermodal Advisory Panel (IAP). Special attention is given to the identification of and prioritization of highway needs. The highway needs have a local priority assigned to them by local elected officials and a regional priority by each of the state's fifteen Area Development Districts through public involvement committees. The Cabinet seeks to tailor its public involvement procedures to reach traditionally underserved communities, including low-income and minority communities, and include those groups in the transportation decision making process. The Transportation Cabinet then assigns a statewide priority after considering various factors including: continuation of committed Six Year Highway Plan projects, local, ADD, and District Highway Office priorities, previous study recommendations, various highway performance measures and local, ADD, and Highway District priorities. Identified and prioritized improvement projects are then analyzed to reflect a statewide corridor approach for implementation and continuity.

The *Statewide Transportation Plan* provides transportation improvement financing information. The Transportation Cabinet is responsible for planning and implementing improvements for several modes of transportation. Local, state, and federal funds are used to plan for and implement these improvements. The source of these funds and how these funds are distributed are presented. Although the number of years for which the long-range funding is provided varies according to the various federal agency funding for each mode, the Cabinet is also interested in pursuing, when feasible and appropriate, public/private partnerships to implement transportation improvements.

The *Statewide Transportation Plan* identifies planned short and long-range improvements over a twenty-year period. Planned short-range improvements are those improvements that have been specifically defined and have some commitment of funding. An example of this type of improvement would be a project listed in the Cabinet's Six Year Highway Plan or an urbanized area's Transportation Improvement Program. Planned

long-range improvements are those improvements that have been identified as needs but have not had a specific commitment of funding. An example of this type of improvement would be a need listed in the Long-Range Highway Element of the *Statewide Transportation Plan*, an urbanized area's Long-Range Transportation Plan, or the Kentucky Aviation System Plan.

This *Statewide Transportation Plan* is the second, multimodal, long-range plan produced by the Kentucky Transportation Cabinet. The first Plan was developed in 1995. The statewide transportation planning process will continue to develop and evolve over future years. This continued development will include enhancing the public input and participation process, further addressing the planning factors of TEA-21, coordinating and reflecting the state's economic development goals, and coordinating and cooperating with local, regional, state and private transportation interests. It includes the evolution of the state's entire transportation system as improving technology is applied to our transportation network. Although the Cabinet cannot foresee all problems which Kentucky's transportation system will encounter through the year 2018, this Plan represents the Cabinet's "best guess" as to what problems, issues, and obstacles the Cabinet may face and address through this time period. Future versions of the *Statewide Transportation Plan* will continue to reflect this effort and the transportation improvements resulting from this approach.